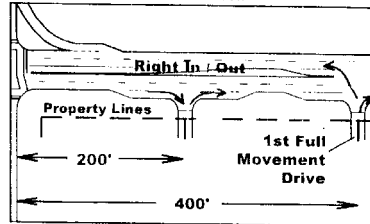


### Driveway setback distances from arterial intersections

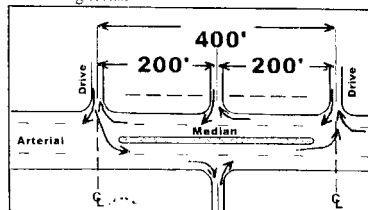
Driveway placement standards at arterial intersections are needed to reduce conflicts within the functional area. These requirements include a 200' setback for the first right-in/out driveway from an intersection. Requirements also include a 400' setback for the first full-turning movement driveway. Distances are measured from the point where the street ROWs intersect.



### Driveway spacing along major arterials

Minimum spacing requirements are required to provide sufficient distance between drives for driver expectancy and traffic flow purposes. The following spacing standards will be required:

- 400' spacing between full-turning movement drives on the same side of the street;
- 200' spacing for drives that allow right turns only, in/out;
- 200' minimum offset for drives not lined up on opposite sides of arterials and not having conflicting left turns; and
- 400' offset for drives on opposite sides having conflicting turns.



### Guidelines applied to other cases

Access Management Regulations will generally be applied to zoning and platting cases. However, these regulations will also be applied to the issuance of new building permits which would significantly increase traffic onto a property by 25% or more due to expansion or change in use of that property.

### Access Management Regulation initiatives

Access Management Regulations will be reviewed periodically to evaluate changes in the development and transportation environments. This will be performed in the same manner as has been recently done, by including an outside "interest" group to evaluate the need for and the alternatives to proposed changes.

## Access Management Regulations



The City of Wichita, working with the development community through task force meetings, has established new access management regulations that include basic guidelines to promote traffic safety and efficiency along major streets. This policy was tailored for the community by considering land use needs, typical parcel sizes, traffic speeds, egress/ingress issues, parking lot configurations, and other design elements. The overall benefits include promoting economic vitality by accommodating traffic growth, increasing the market area, and providing safe and efficient access to businesses. This regulation will also encourage more travel along major streets, and fewer diversionary "through" trips on minor and local streets.

The following regulations will provide guidance for decisions concerning driveway placements, right-of-way (ROW) and cross-easement requirements, and traffic study needs for new development along major arterial streets, such as Rock Road, Harry, Maize, West Street, etc, that carry high traffic volumes. These will primarily apply to new subdivisions and site plans, and, to a limited extent, to building permits and curb cut applications.



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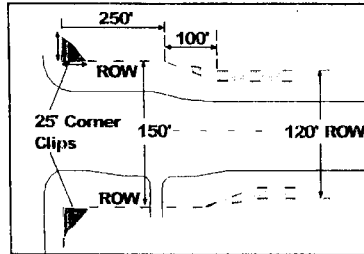
### Access Management Regulations

Public Works Department  
Traffic Engineering Division

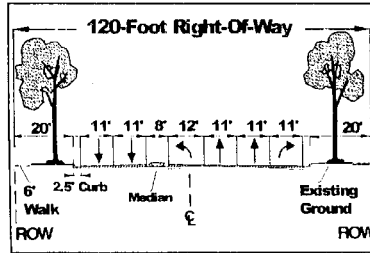
Scott Logan, Traffic Engineer  
(316) 268-4501

### ROW requirements at major intersections

Approaches at major intersections need sufficient ROW for turn lanes, medians, signals, landscaping, walks and bikepaths. Total ROW at approach is 150' (75' from section line) for a distance of 250' from the intersection. A 100' taper to the 120' ROW width required along the corridor. A 25'-by-25' corner clip will be required to accommodate signals and walks.

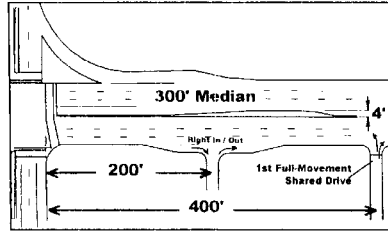


The non-intersection ROW requirement along a major arterial street will be 120' (60' from the centerline) to accommodate the typical configuration shown below:



### Raised center medians at major approaches

Street construction standards will include raised center medians at all major street approaches, to lessen vehicular conflicts within the intersection functional area. This center median will be designed to a minimal 300' length with a 4' width or more for landscaping or aesthetic treatments.



### Traffic Impact Studies

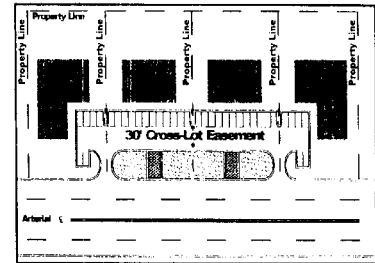
Traffic Impact Studies may be required, depending upon the potential impacts of the development on the adjacent street corridor and/or surrounding neighborhoods. Traffic impact reports will be required for:

1. Smaller development plans proposed in sensitive neighborhood areas where a number of concerns are raised;
2. Development plans, depending upon site sensitivity, which generate 100 - 499 trips in a peak hour; and
3. Development plans which generate 500 trips in a peak hour. A more detailed impact report will be required, to include level-of-service factors along abutting arterial streets and intersections.

### Cross-lot access

Cross-lot access will be encouraged between adjacent properties to minimize driveway accesses along major arterial streets. In many cases, a minimum 30' width will be required between properties to provide connections to existing and/or future driveways.

The illustration shown below suggests a typical cross-lot easement diagram submittal that might be provided by a developer to describe their solution to joint-access and cross-circulation.



### Deviations from standards

These regulations are established to provide access management for site developments along typical urban and rural arterial streets.

Deviations will be allowed in situations where the character of the site, development, street, or area presents unusual conditions where the application of standards under these conditions result in undue hardships or impracticalities.